Safe districts, 30 km areas and Road Safety Measures

18 April 2013

Andrés Martínez, Donostia - San Sebastián
Opportunities presented by CIVITAS

Develop the SUMP strategies

- Improve traffic safety in the city, reducing
  - speed of vehicles
  - number of casualties and injured people
- Develop infrastructures for the future
- Realize that every citizen is not against traffic restrictions measures
Safe districts and 30 km zones

Road safety Measures

- Citizen Road Safety Pact
- Three 30 km areas in different areas of the city
- Interventions in the Intxaurrondo district
- Speed control cameras in 8 different locations
Citizen Road Safety Pact
Consejo asesor de Movilidad
Mobility Advisory Board

- 29 different associations represented
  - cyclists, neighbourhoods, women, old people, shops, car park facilities, drivers and motor riders, PT and taxi, local police, political parties...

- The approved Pact is a document of compromises and intentions about traffic safety in the city.

- Sometimes difficult to row in the same direction.
30 km areas

Before

• No special restrictions
• No really high average speed
• Less security (real and perceived) for pedestrians and cyclists

After

• Physical and signal restrictions
• Significant average speed reduction
• More cyclists on road and more security for pedestrians
30 km areas

Before

After

CIVITAS Cycling tour • 2013/04/18 • Donostia / San Sebastián • Andrés Martínez
30 km areas

Before

After
30 km areas

Dissemination

• Merchandising
• Leaflets
• Direct delivery in houses
• Posters in bus stops
30 km areas

Average speeds and injuries

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Injuries and deaths caused by transport accidents (Gros)</td>
<td>98</td>
<td>97</td>
<td>-1</td>
</tr>
<tr>
<td>Injuries and deaths caused by transport accidents (Antiguo)</td>
<td>74</td>
<td>66</td>
<td>-8</td>
</tr>
<tr>
<td>Injuries and deaths caused by transport accidents (Centro)</td>
<td>168</td>
<td>156</td>
<td>-12</td>
</tr>
</tbody>
</table>
30 km areas

Next implementations
Interventions in the Intxaurrondo district

Before

• No special restrictions
• Relative high average speed
• Two pedestrians dead in a car accident in February 2007

After

• Physical and signal restrictions and speed cameras
• Significant average speed reduction
• More security for pedestrians
Interventions in the Intxaurrondo district
Interventions in the Intxaurrondo district

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Injuries and deaths caused by transport accidents.</td>
<td>44 (1)</td>
<td>38</td>
</tr>
<tr>
<td>Intxaurrondo area</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

![Graph showing Intxaurrondo data](image)
Speed control cameras in 8 different locations

Prior situation

• 1 speed camera in the city
• Different problems detected in some areas in the city.
• Neighbours asking for taking measures.
• Citizens against these actions

Nowadays situation

• 7 boxes and 3 speed cameras in the city
• Speed reduction where boxes are located
• New working group about the fines issue.
• Citizens against these actions, still...
Speed control cameras in 8 different locations
Speed control cameras in 8 different locations
Speed control cameras in 8 different locations

Other actions

Multacar

Cameras in buses

CIVITAS Cycling tour ● 2013/04/18 ● Donostia / San Sebastián ● Andrés Martínez
Thank you

Andrés Martínez
andres_martinez@donostia.org
www.donostiamovilidad.com
www.donostia.org